

**REMARKS/ARGUMENT****Regarding the Claims in General:**

Claims 16-31 are now pending. Claim 30 has been amended to address the rejection under 35 U.S.C. §112.

New claim 31 has been added to provide applicants with additional protection to which they appear to be entitled in light of the known prior art.

**Regarding the Rejection under 35 U.S.C. §112:**

Claim 30 has been made dependent on claim 28 instead of claims 29 to address the rejection stated in Section 3 of the outstanding Office Action.

**Regarding the Prior Art Rejections:**

In the outstanding Office Action, claims 16-30 were rejected as being unpatentable over Wright U.S. Patent 6,181,033 (Wright), in view of Raby U. S. Patent 3,925,695 (Raby) or over Wright in view of Raby and other secondary references. These rejections are respectfully traversed.

As described in the specification, an object of the invention is to provide an electrical drive unit in which the various parts are arranged coaxially and which therefore uses only a small space when mounted in a vehicle. One concern is the arrangement for additional machine components and especially for the braking resistor unit. Such a braking resistor unit converts electrical power in thermal energy and is, of necessity, large and heavy. Thus, a significant amount of space is normally needed to mount such a braking resistor unit. The inventive teaching provides an annular arrangement around the circumference of either the input or the output of the transmission unit or the wheel shaft for the braking unit. This helps reduce the overall size of the system.

In all the rejections, the Examiner has cited the combination of Wright and Raby. Wright discloses an electrical machine which is arranged coaxially. However, it fails to disclose a transmission unit having an input and an output which is also arranged coaxially. As acknowledged by the Examiner, Wright does not teach the use and the positioning of a braking resistor and especially no such arrangement which is reducing the space requirement according to the invention.

Raby has been already addressed by the Examiner in the previous Office Action. However, the resistor unit as disclosed by Raby is not used as a braking resistor unit as in the present invention

to convert electrical power of the electrical machine into thermal energy to brake the wheel shaft. In fact, Raby does not disclose a braking resistor at all. Instead, Raby addresses an AC induction motor and a resistor unit therefore, which adapts the resistance in the rotor circuit in order to control the torque and the speed of the motor by changing the motor slip characteristic. Raby's resistors are associated with the rotor windings which are rotating, and the resistor unit of Raby is also designed as a rotating component which is addressed, according to its electric function, to the rotor of the induction machine. In addition, Raby's resistors are not arranged axially, but radially, and in the form of fan blades to provide a combined torque control and cooling function.

A skilled artisan knowing the teachings of Raby would derive no teaching or suggestion to provide a braking resistor unit which is rotationally fixed, and extends along the common axis of the other system components.

As the rejections of claims 17-30 are all based on the combination of Wright and Raby, they, too, are not proper.

New claim 31 is identical to claim 16 except that it also specifies that the braking resistor unit is rotationally fixed. As explained above, this can not possibly be derived from Wright or Raby.

In view of the foregoing, favorable reconsideration and allowance of this application are respectfully solicited.

I hereby certify that this correspondence is being transmitted by Facsimile to (571) 273-8300 addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on the date indicated below.

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Respectfully submitted,

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